

Fuel Oil non-availability report

Name of Vessel:	<i>Capetan Costis</i>	Flag:	<i>Italian</i>	IMO Number:	<i>9520637</i>
(if other relevant registration # enter here) :					
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :					
<p><i>Vessel is in transit from Jinzhou, China to Hawk Inlet, then Stewart and afterwards Vancouver,BC.</i></p> <p><i>The vessel has 73mts lsfo on board and will use same upon entering ECA zone.</i></p> <p><i>Initially the ship was planed to call Vancouver,BC only, in which case the 73mts lsfo would be enough, but due to a change in voyage, the vessel will most likely run out of lsfo, before reaching Vancouver,BC.</i></p>					
Port of Origin:	<i>Jinzhou, China</i>	Date:	<i>23may2013</i>		
Port of Destination:	<i>Hawk Inlet</i>	First US port of Arrival:	<i>Hawk Inlet</i>		
Date vessel first received notice that it would be transiting in the N. American ECA:					<i>23may2013</i>
Vessel's location at the time of notice:		<i>Sailing from Jinzhou, China</i>			
Date/Time ship operator expects to enter N American ECA:			<i>07/june/2013 at 00h00 lt</i>		
Date/Time ship operator expects to exit N American ECA:			<i>1/july/2013 at pm</i>		
Projected days ship's main propulsion engines will be in operation within N American ECA:					
Sulfur content of fuel oil in use when entering and operating in the N American ECA:					<i>Lsifo 0.886%</i>
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:					
<p><i>No LSF available in Jinzhou, China. Upon sailing, the vessel was planed to call Vancouver,BC only and was in possession of sufficient lsfo. Ship will receive additional lsfo in Vancouver,BC.</i></p>					

Name of suppliers contacted:	Address:	Date of contact:
-	-	-

In case of fuel oil supplied disruption only	
Name of port at which vessel was scheduled to receive compliant fuel oil:	
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):	

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:

Vessel will receive LSF in Vancouver,BC

If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:

Not applicable

List below U.S. ports visited in the last 12 months: *Please advise as per below*

If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:

Name	Date	Did vessel use compliant fuel oil? (yes/no)
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a) LONGVIEW

12/20
March
2013

yes

Report

Date

Port

Type of
Fuel

Comments

b)

1)

c)

2)

d)

3)

e)

4)

Ship Master Name:

DI MEGLIO MARIO GIUSEPPE

Ship Operator
Name:

Oldendorff GmbH & Co. KG

Legal Agent in the U.S.:

NORTH PACIFIC MARITIME

Ship Owner Name:

Costantino Tomas Trasporti Marittimi
Srl

Name of designated Corporate Official: John Vlatas

Address (Street, City, Country, Postal Code):

2, Iassonos Street, 18537 Piraeus-
Greece

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of imprisonment pursuant to 18 U.S.C. 1001

Signature

Print Name DI MEGLIO MARIO
GIUSEPPE

Date 06-06-2013